

Germany (Soviet Zone)

REPORT NO.

5X1A

Cottbus Airfield

289

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EVALUATION

PLACE OBTAINED

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25X1A
DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 8 August 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

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1. Between 1 and 5 p.m. on 5 July 1951, two groups, totaling 29 twin-engine aircraft with double rudder assemblies were parked in front of the hangars at Cottbus airfield. The engines and cockpits of the planes were covered with tarpaulins. (1) No flights were made. There were intermittent showers and a 500-meter cloud base. Only a few soldiers were seen at the field. No work was being done on the newly graded area west of the runway. Work still continued on the ditch south of the graded area. About 50 laborers were laying cement pipes with an outer diameter of about 1.3 meters. The walls of the pipes were about 20 cm thick. Work was being done from east to west. No observations were made indicating a possible extension of the runway to the east or west. (2) Grass grew on the recently graded area in the eastern section of the field. A settlement northeast of the field was evacuated by German families and subsequently occupied by Soviet dependents who built a high board fence.

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2. Between 2 and 6:30 p.m. on 10 July, two groups, totaling about 15 twin-engine aircraft were parked in front of the hangars at the field. The planes were of the same type previously observed there. There was no flying. The sky was overcast and the cloud base about 1,000 meters. The settlement northeast of the field was surrounded by a high board fence which obstructed the approach of the field from that side. About 100 men and women were laying drainage pipes in the western section of the field. Several sheds and wooden huts were seen on the construction site.
3. Between 8 a.m. and 5 p.m. on 10 July, there was intensive flying by twin-engine aircraft in formations of about three to eight planes. The aircraft were aloft for about 20 to 30 minutes. During this time bomb detonations were heard from Lieberose.
4. The same flying activity with twin-engine planes was observed between 7:30 a.m. and 8 p.m. on 11 July. The weather was fair. Formations of twin-jet bombers flying at an altitude of 3,000 meters repeatedly approached the field from the west. Escort jet fighters with swept-back wings flew around the bomber formations.

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25X1X 5. At 2 p.m. on the afternoons of 12 July and 14 July, 36 twin-engine aircraft with double rudder assemblies were parked in two rows in front of the hangars at the field. There was no flying. A radio installation consisting of a mast, a van-like truck, and a small earth bunker was seen about 4 km west of the field, on the eastern bank of the lower pond between Kolkwitz-Dahlitz road and the dam. It was about 125 meters southeast of triangulation point 61.7. The mast, about 8 meters high, was braced by four guy wires each at two points.

25X1X 6. On 8 July, 34 twin-engine PE-2s were counted in front of the hangar at the field. There was no flying. No jet aircraft were seen. Work on the southwestern end of the runway continued. According to a tailor who was employed in the tailor's shop at the field, little work was to be done because many officers of the field were on furlough. (3)

7. On the night of 12 July, between 10 p.m. and 2 a.m., biplanes with their running lights on practiced flying. Between 6 and 9 a.m., on 13 July, three twin-engine PE-2s made individual flights of about 20 minutes. Work on the western end of the runway continued.

8. About 9 p.m. on 29 June, a train of 38 flatcars with sideracks passed through Cottbus en route to Morst. Each flatcar was loaded with a large box which was as long as the car, slightly narrower than the car, and as high as the 2.10-meter sideracks. Two bulges of different shapes were seen at the front and rear sides of the box. Soviet soldiers accompanied the train. (4)

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Comments.

- (1) The airfield is still occupied by a bomber regiment equipped with about 40 PE-2s. No jet aircraft are assigned to the bomber regiment.
- (2) The landing field in the extension of the concrete runway was graded and provided with a hard surface. This was probably done so that the planes might taxi beyond the end of the runway. No observations were made indicating that the concrete runway is to be extended.
- (3) It is possible that the pilots were temporarily transferred to the U.S.S.R. for retraining on type-27 planes.
- (4) It appears that the boxes are crates for fighters. The destination of the shipment is not known.

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